

Greeting

TO THE VERY WISE MEN

From the East Who Are Bridging the Ohio

And Showing Their Faith in Wheeling's Present and Her Future.

SURPRISED AT WHAT THEY SEE.

They Predict a Career of Rapid Growth For the Nail City.

A Good Impression Made on the Men of Brains and Money Who Mean Business.

The visitors from the East and Wheeling's representative men are already pretty well acquainted. No time has been lost since the arrival of the capitalists interested in the Union bridge. Every moment has been put to good advantage. Wheeling has given her guests an enthusiastic reception, and the guests have shown as well as told of their gratification. They have been pleased to express their surprise at the warmth and extent of the greeting and the range and volume of Wheeling's industries so far as they have seen them.

The trip to the Park was more than a pleasure excursion, and the visitors turned it to account for a business observation. Through the beautiful valley they saw an easy reach to Wheeling from the East, sites for new industries and homes for a large growth of population.

The night visit to the Riverside Works was an object lesson of value, as the inspection of other industries on both sides of the river will be to-day.

Each visitor has a copy of yesterday's INTELLIGENCER with its exhibit of the tonnage of the Wheeling district, the best recent vindication of the wisdom of the investment which these gentlemen have already made as the beginning of a series of enterprises of moment to Wheeling.

To-night there will be a reception at the Wheeling club to give these agreeable business men an opportunity to meet all of Wheeling's people who may desire to call.

THE MEETING AT THE JUNCTION

Between the Visitors and Reception Committee—Who the City's Guests Are.

The visiting capitalists interested in the Union bridge and allied projects, left New York at 6 o'clock Tuesday evening in the private car "Mascotte," the name of which pleased Colonel Blaisell very much as being of particularly good omen.

The visitors were met at Wheeling Junction at 3 o'clock yesterday afternoon by President Quarrier, and Messrs. Hubbard, Stalnaker, Belleville and Hart, of the Chamber of Commerce committee, Messrs. Koch and McGregor, of the Board of Commissioners, and Judge Cochran.

The visitors were at dinner when they arrived at the Junction, and were surprised to find that the city's guests were eager to see them. Expressions of satisfaction with the rapid progress of the work were heard on every hand. The extent of the manufacturing industry on the river was a source of surprise and comment.

The gentlemen in the private car were Messrs. George E. Miner, of Boston, of the firm of Miner, Bond, & Co., R. H. Rochester, New York, Treasurer of the Western Union Telegraph Company, J. N. Bradley, director of the Bank of New York, a retired banker, in Al. Abbott, of the Hamilton Bridge Company of Montreal, brother of Chief Engineer Job Abbott, H. G. Morse, President of the Elgin Bridge Works, Wilmington, Delaware, whose company is furnishing the superstructure of the Union bridge, C. D. Lovick, banker, New York, William Sellers, of the Elgin Bridge Works, and Jacob Rogers, President of the Railroad National Bank of Lowell, Mass., A. L. Ripley, son of George Ripley, President of the Hyde and Lehigh Bank, New York, Assistant Engineer of the Wheeling and Eastern Improvement Company, which is constructing the bridge and terminals, Henry R. Laidlaw, director of the Bank of New York, and others.

The gentlemen in the private car were Messrs. George E. Miner, of Boston, of the firm of Miner, Bond, & Co., R. H. Rochester, New York, Treasurer of the Western Union Telegraph Company, J. N. Bradley, director of the Bank of New York, a retired banker, in Al. Abbott, of the Hamilton Bridge Company of Montreal, brother of Chief Engineer Job Abbott, H. G. Morse, President of the Elgin Bridge Works, Wilmington, Delaware, whose company is furnishing the superstructure of the Union bridge, C. D. Lovick, banker, New York, William Sellers, of the Elgin Bridge Works, and Jacob Rogers, President of the Railroad National Bank of Lowell, Mass., A. L. Ripley, son of George Ripley, President of the Hyde and Lehigh Bank, New York, Assistant Engineer of the Wheeling and Eastern Improvement Company, which is constructing the bridge and terminals, Henry R. Laidlaw, director of the Bank of New York, and others.

The gentlemen in the private car were Messrs. George E. Miner, of Boston, of the firm of Miner, Bond, & Co., R. H. Rochester, New York, Treasurer of the Western Union Telegraph Company, J. N. Bradley, director of the Bank of New York, a retired banker, in Al. Abbott, of the Hamilton Bridge Company of Montreal, brother of Chief Engineer Job Abbott, H. G. Morse, President of the Elgin Bridge Works, Wilmington, Delaware, whose company is furnishing the superstructure of the Union bridge, C. D. Lovick, banker, New York, William Sellers, of the Elgin Bridge Works, and Jacob Rogers, President of the Railroad National Bank of Lowell, Mass., A. L. Ripley, son of George Ripley, President of the Hyde and Lehigh Bank, New York, Assistant Engineer of the Wheeling and Eastern Improvement Company, which is constructing the bridge and terminals, Henry R. Laidlaw, director of the Bank of New York, and others.

The gentlemen in the private car were Messrs. George E. Miner, of Boston, of the firm of Miner, Bond, & Co., R. H. Rochester, New York, Treasurer of the Western Union Telegraph Company, J. N. Bradley, director of the Bank of New York, a retired banker, in Al. Abbott, of the Hamilton Bridge Company of Montreal, brother of Chief Engineer Job Abbott, H. G. Morse, President of the Elgin Bridge Works, Wilmington, Delaware, whose company is furnishing the superstructure of the Union bridge, C. D. Lovick, banker, New York, William Sellers, of the Elgin Bridge Works, and Jacob Rogers, President of the Railroad National Bank of Lowell, Mass., A. L. Ripley, son of George Ripley, President of the Hyde and Lehigh Bank, New York, Assistant Engineer of the Wheeling and Eastern Improvement Company, which is constructing the bridge and terminals, Henry R. Laidlaw, director of the Bank of New York, and others.

The gentlemen in the private car were Messrs. George E. Miner, of Boston, of the firm of Miner, Bond, & Co., R. H. Rochester, New York, Treasurer of the Western Union Telegraph Company, J. N. Bradley, director of the Bank of New York, a retired banker, in Al. Abbott, of the Hamilton Bridge Company of Montreal, brother of Chief Engineer Job Abbott, H. G. Morse, President of the Elgin Bridge Works, Wilmington, Delaware, whose company is furnishing the superstructure of the Union bridge, C. D. Lovick, banker, New York, William Sellers, of the Elgin Bridge Works, and Jacob Rogers, President of the Railroad National Bank of Lowell, Mass., A. L. Ripley, son of George Ripley, President of the Hyde and Lehigh Bank, New York, Assistant Engineer of the Wheeling and Eastern Improvement Company, which is constructing the bridge and terminals, Henry R. Laidlaw, director of the Bank of New York, and others.

The gentlemen in the private car were Messrs. George E. Miner, of Boston, of the firm of Miner, Bond, & Co., R. H. Rochester, New York, Treasurer of the Western Union Telegraph Company, J. N. Bradley, director of the Bank of New York, a retired banker, in Al. Abbott, of the Hamilton Bridge Company of Montreal, brother of Chief Engineer Job Abbott, H. G. Morse, President of the Elgin Bridge Works, Wilmington, Delaware, whose company is furnishing the superstructure of the Union bridge, C. D. Lovick, banker, New York, William Sellers, of the Elgin Bridge Works, and Jacob Rogers, President of the Railroad National Bank of Lowell, Mass., A. L. Ripley, son of George Ripley, President of the Hyde and Lehigh Bank, New York, Assistant Engineer of the Wheeling and Eastern Improvement Company, which is constructing the bridge and terminals, Henry R. Laidlaw, director of the Bank of New York, and others.

The gentlemen in the private car were Messrs. George E. Miner, of Boston, of the firm of Miner, Bond, & Co., R. H. Rochester, New York, Treasurer of the Western Union Telegraph Company, J. N. Bradley, director of the Bank of New York, a retired banker, in Al. Abbott, of the Hamilton Bridge Company of Montreal, brother of Chief Engineer Job Abbott, H. G. Morse, President of the Elgin Bridge Works, Wilmington, Delaware, whose company is furnishing the superstructure of the Union bridge, C. D. Lovick, banker, New York, William Sellers, of the Elgin Bridge Works, and Jacob Rogers, President of the Railroad National Bank of Lowell, Mass., A. L. Ripley, son of George Ripley, President of the Hyde and Lehigh Bank, New York, Assistant Engineer of the Wheeling and Eastern Improvement Company, which is constructing the bridge and terminals, Henry R. Laidlaw, director of the Bank of New York, and others.

The gentlemen in the private car were Messrs. George E. Miner, of Boston, of the firm of Miner, Bond, & Co., R. H. Rochester, New York, Treasurer of the Western Union Telegraph Company, J. N. Bradley, director of the Bank of New York, a retired banker, in Al. Abbott, of the Hamilton Bridge Company of Montreal, brother of Chief Engineer Job Abbott, H. G. Morse, President of the Elgin Bridge Works, Wilmington, Delaware, whose company is furnishing the superstructure of the Union bridge, C. D. Lovick, banker, New York, William Sellers, of the Elgin Bridge Works, and Jacob Rogers, President of the Railroad National Bank of Lowell, Mass., A. L. Ripley, son of George Ripley, President of the Hyde and Lehigh Bank, New York, Assistant Engineer of the Wheeling and Eastern Improvement Company, which is constructing the bridge and terminals, Henry R. Laidlaw, director of the Bank of New York, and others.

The gentlemen in the private car were Messrs. George E. Miner, of Boston, of the firm of Miner, Bond, & Co., R. H. Rochester, New York, Treasurer of the Western Union Telegraph Company, J. N. Bradley, director of the Bank of New York, a retired banker, in Al. Abbott, of the Hamilton Bridge Company of Montreal, brother of Chief Engineer Job Abbott, H. G. Morse, President of the Elgin Bridge Works, Wilmington, Delaware, whose company is furnishing the superstructure of the Union bridge, C. D. Lovick, banker, New York, William Sellers, of the Elgin Bridge Works, and Jacob Rogers, President of the Railroad National Bank of Lowell, Mass., A. L. Ripley, son of George Ripley, President of the Hyde and Lehigh Bank, New York, Assistant Engineer of the Wheeling and Eastern Improvement Company, which is constructing the bridge and terminals, Henry R. Laidlaw, director of the Bank of New York, and others.

The gentlemen in the private car were Messrs. George E. Miner, of Boston, of the firm of Miner, Bond, & Co., R. H. Rochester, New York, Treasurer of the Western Union Telegraph Company, J. N. Bradley, director of the Bank of New York, a retired banker, in Al. Abbott, of the Hamilton Bridge Company of Montreal, brother of Chief Engineer Job Abbott, H. G. Morse, President of the Elgin Bridge Works, Wilmington, Delaware, whose company is furnishing the superstructure of the Union bridge, C. D. Lovick, banker, New York, William Sellers, of the Elgin Bridge Works, and Jacob Rogers, President of the Railroad National Bank of Lowell, Mass., A. L. Ripley, son of George Ripley, President of the Hyde and Lehigh Bank, New York, Assistant Engineer of the Wheeling and Eastern Improvement Company, which is constructing the bridge and terminals, Henry R. Laidlaw, director of the Bank of New York, and others.

The gentlemen in the private car were Messrs. George E. Miner, of Boston, of the firm of Miner, Bond, & Co., R. H. Rochester, New York, Treasurer of the Western Union Telegraph Company, J. N. Bradley, director of the Bank of New York, a retired banker, in Al. Abbott, of the Hamilton Bridge Company of Montreal, brother of Chief Engineer Job Abbott, H. G. Morse, President of the Elgin Bridge Works, Wilmington, Delaware, whose company is furnishing the superstructure of the Union bridge, C. D. Lovick, banker, New York, William Sellers, of the Elgin Bridge Works, and Jacob Rogers, President of the Railroad National Bank of Lowell, Mass., A. L. Ripley, son of George Ripley, President of the Hyde and Lehigh Bank, New York, Assistant Engineer of the Wheeling and Eastern Improvement Company, which is constructing the bridge and terminals, Henry R. Laidlaw, director of the Bank of New York, and others.

The gentlemen in the private car were Messrs. George E. Miner, of Boston, of the firm of Miner, Bond, & Co., R. H. Rochester, New York, Treasurer of the Western Union Telegraph Company, J. N. Bradley, director of the Bank of New York, a retired banker, in Al. Abbott, of the Hamilton Bridge Company of Montreal, brother of Chief Engineer Job Abbott, H. G. Morse, President of the Elgin Bridge Works, Wilmington, Delaware, whose company is furnishing the superstructure of the Union bridge, C. D. Lovick, banker, New York, William Sellers, of the Elgin Bridge Works, and Jacob Rogers, President of the Railroad National Bank of Lowell, Mass., A. L. Ripley, son of George Ripley, President of the Hyde and Lehigh Bank, New York, Assistant Engineer of the Wheeling and Eastern Improvement Company, which is constructing the bridge and terminals, Henry R. Laidlaw, director of the Bank of New York, and others.

The gentlemen in the private car were Messrs. George E. Miner, of Boston, of the firm of Miner, Bond, & Co., R. H. Rochester, New York, Treasurer of the Western Union Telegraph Company, J. N. Bradley, director of the Bank of New York, a retired banker, in Al. Abbott, of the Hamilton Bridge Company of Montreal, brother of Chief Engineer Job Abbott, H. G. Morse, President of the Elgin Bridge Works, Wilmington, Delaware, whose company is furnishing the superstructure of the Union bridge, C. D. Lovick, banker, New York, William Sellers, of the Elgin Bridge Works, and Jacob Rogers, President of the Railroad National Bank of Lowell, Mass., A. L. Ripley, son of George Ripley, President of the Hyde and Lehigh Bank, New York, Assistant Engineer of the Wheeling and Eastern Improvement Company, which is constructing the bridge and terminals, Henry R. Laidlaw, director of the Bank of New York, and others.

The gentlemen in the private car were Messrs. George E. Miner, of Boston, of the firm of Miner, Bond, & Co., R. H. Rochester, New York, Treasurer of the Western Union Telegraph Company, J. N. Bradley, director of the Bank of New York, a retired banker, in Al. Abbott, of the Hamilton Bridge Company of Montreal, brother of Chief Engineer Job Abbott, H. G. Morse, President of the Elgin Bridge Works, Wilmington, Delaware, whose company is furnishing the superstructure of the Union bridge, C. D. Lovick, banker, New York, William Sellers, of the Elgin Bridge Works, and Jacob Rogers, President of the Railroad National Bank of Lowell, Mass., A. L. Ripley, son of George Ripley, President of the Hyde and Lehigh Bank, New York, Assistant Engineer of the Wheeling and Eastern Improvement Company, which is constructing the bridge and terminals, Henry R. Laidlaw, director of the Bank of New York, and others.

The gentlemen in the private car were Messrs. George E. Miner, of Boston, of the firm of Miner, Bond, & Co., R. H. Rochester, New York, Treasurer of the Western Union Telegraph Company, J. N. Bradley, director of the Bank of New York, a retired banker, in Al. Abbott, of the Hamilton Bridge Company of Montreal, brother of Chief Engineer Job Abbott, H. G. Morse, President of the Elgin Bridge Works, Wilmington, Delaware, whose company is furnishing the superstructure of the Union bridge, C. D. Lovick, banker, New York, William Sellers, of the Elgin Bridge Works, and Jacob Rogers, President of the Railroad National Bank of Lowell, Mass., A. L. Ripley, son of George Ripley, President of the Hyde and Lehigh Bank, New York, Assistant Engineer of the Wheeling and Eastern Improvement Company, which is constructing the bridge and terminals, Henry R. Laidlaw, director of the Bank of New York, and others.

The gentlemen in the private car were Messrs. George E. Miner, of Boston, of the firm of Miner, Bond, & Co., R. H. Rochester, New York, Treasurer of the Western Union Telegraph Company, J. N. Bradley, director of the Bank of New York, a retired banker, in Al. Abbott, of the Hamilton Bridge Company of Montreal, brother of Chief Engineer Job Abbott, H. G. Morse, President of the Elgin Bridge Works, Wilmington, Delaware, whose company is furnishing the superstructure of the Union bridge, C. D. Lovick, banker, New York, William Sellers, of the Elgin Bridge Works, and Jacob Rogers, President of the Railroad National Bank of Lowell, Mass., A. L. Ripley, son of George Ripley, President of the Hyde and Lehigh Bank, New York, Assistant Engineer of the Wheeling and Eastern Improvement Company, which is constructing the bridge and terminals, Henry R. Laidlaw, director of the Bank of New York, and others.

The gentlemen in the private car were Messrs. George E. Miner, of Boston, of the firm of Miner, Bond, & Co., R. H. Rochester, New York, Treasurer of the Western Union Telegraph Company, J. N. Bradley, director of the Bank of New York, a retired banker, in Al. Abbott, of the Hamilton Bridge Company of Montreal, brother of Chief Engineer Job Abbott, H. G. Morse, President of the Elgin Bridge Works, Wilmington, Delaware, whose company is furnishing the superstructure of the Union bridge, C. D. Lovick, banker, New York, William Sellers, of the Elgin Bridge Works, and Jacob Rogers, President of the Railroad National Bank of Lowell, Mass., A. L. Ripley, son of George Ripley, President of the Hyde and Lehigh Bank, New York, Assistant Engineer of the Wheeling and Eastern Improvement Company, which is constructing the bridge and terminals, Henry R. Laidlaw, director of the Bank of New York, and others.

The gentlemen in the private car were Messrs. George E. Miner, of Boston, of the firm of Miner, Bond, & Co., R. H. Rochester, New York, Treasurer of the Western Union Telegraph Company, J. N. Bradley, director of the Bank of New York, a retired banker, in Al. Abbott, of the Hamilton Bridge Company of Montreal, brother of Chief Engineer Job Abbott, H. G. Morse, President of the Elgin Bridge Works, Wilmington, Delaware, whose company is furnishing the superstructure of the Union bridge, C. D. Lovick, banker, New York, William Sellers, of the Elgin Bridge Works, and Jacob Rogers, President of the Railroad National Bank of Lowell, Mass., A. L. Ripley, son of George Ripley, President of the Hyde and Lehigh Bank, New York, Assistant Engineer of the Wheeling and Eastern Improvement Company, which is constructing the bridge and terminals, Henry R. Laidlaw, director of the Bank of New York, and others.

The gentlemen in the private car were Messrs. George E. Miner, of Boston, of the firm of Miner, Bond, & Co., R. H. Rochester, New York, Treasurer of the Western Union Telegraph Company, J. N. Bradley, director of the Bank of New York, a retired banker, in Al. Abbott, of the Hamilton Bridge Company of Montreal, brother of Chief Engineer Job Abbott, H. G. Morse, President of the Elgin Bridge Works, Wilmington, Delaware, whose company is furnishing the superstructure of the Union bridge, C. D. Lovick, banker, New York, William Sellers, of the Elgin Bridge Works, and Jacob Rogers, President of the Railroad National Bank of Lowell, Mass., A. L. Ripley, son of George Ripley, President of the Hyde and Lehigh Bank, New York, Assistant Engineer of the Wheeling and Eastern Improvement Company, which is constructing the bridge and terminals, Henry R. Laidlaw, director of the Bank of New York, and others.

THE TOURISTS AT CLEVELAND.

A Tired Party of Excursionists—Even a Limit to their Endurance of Hospitality.

CLEVELAND, O., Oct. 16.—Four local tours for sight-seeing had been laid out for to-day, and Cleveland hospitality had proposed that each of the All-American excursionists should select such an amount as should challenge his interest, Cleveland was early striven to do its part this morning, but three elaborate banquets, lasting until 2 a. m. on three successive nights, had greatly wearied the guests and the majority did not appear until after 10 o'clock this morning. Already the police force had paraded before the hotel where the delegates stop, only a few early to be seen having risen at 10 o'clock when the hotel was to play and the fire department, which gave an exhibition drill, had few foreign admirers of its excellence. The foreigners were mostly yet asleep. Between 10 and 11, however, the visitors embarked in carriages and varying directions went to inspect Cleveland's business.

The subject of early retiring and early rising is becoming a live issue among the guests on the excursion train. There is not one but desires to accept every courtesy at all points, for they appreciate the hearty pleasure in which they are treated at every city, but human flesh, it is being demonstrated, has limits of endurance of hospitality. The southern delegates were left at Buffalo yesterday morning. They were called at 6 o'clock and several times thereafter, but definitely refused to rise until they had secured rest. The train left without them. They remained at the hotel this morning.

During the afternoon drive the Garfield memorial monument was visited, as were several of the more pretentious houses in Euclid avenue. Previous to the public reception at the hotel during the evening a deputation of school children called and presented the party with choice button-hole bouquets for use upon the occasion. At 11 o'clock the party boarded their train and started away for Detroit.

HUNTINGTON'S TRUST.

The Railroad Magnate Has a Scheme of His Own.

CHICAGO, Oct. 16.—Under the headline, "Huntington's Trust," the Tribune this morning says: Mr. C. P. Huntington, of the Southern Pacific, was a party to Jay Gould's original "trust" or railway clearing house scheme. When that scheme fell through and the "Gentlemen's Association" was organized instead, Mr. Huntington declined to have anything to do with it for the reason that he had a consolidation scheme of his own which he thought would be far more successful. The "Gentlemen's Association," in which he had no faith, Mr. Huntington has been assiduously at work on his scheme since the formation of the latter. He is a man of authority that it has been sufficiently perfected to be carried into operation within a short time.

So's It's Windy Tramping.

MILWAUKEE, Oct. 16.—President Roosevelt Miller, of the Chicago, Milwaukee & St. Paul, pronounces the story of the big railway combine pure windy humbug and attributes its origin to the fact that J. C. Smith, a new associate Vice President of the St. Paul, was one of C. P. Huntington's "subordinates" on the Southern Pacific.

BAITSMORE & OHIO DIRECTORS.

No Division on the Common Stock for the Past Six Months.

BAITSMORE, Md., Oct. 16.—The regular monthly meeting of the Board of Directors of the Baltimore & Ohio railroad was held to-day. The Board unanimously adopted the recommendation of the Finance Committee that it was inexpedient to declare a dividend on the common stock of the company for the six months ended September 30, 1889.

Extension of the Atlantic & Danville.

DANVILLE, Va., Oct. 16.—Danville yesterday voted \$150,000 toward the western extension of the Atlantic & Danville road from Danville to the coal fields of Southwest Virginia. The city has already voted \$100,000 toward the extension of the line from Danville to Norfolk, and that end of the road, two hundred miles long, will soon be open for business.

OIL WELL AT PITTSBURGH.

Almost Within the City Limits, that Flows 1,000 Barrels a Day.

PITTSBURGH, Oct. 16.—An oil well, owned by the Arbuckle family, was struck last night at Chartiers, just outside the city limits. It is flowing at the rate of 1,000 barrels a day, and is the largest well ever struck so close to the city. It will open up a large amount of new territory.

Natural Gas in South Dakota.

SALISBURY, S. D., Oct. 16.—A strong flow of natural gas has been struck on the farm of M. Duob, three miles northeast of this city, at the depth of sixty feet. The gas is strong, and will be used for fuel and light. It is being tested to-day and burns excellently.

GOV. HILL AT ATLANTA.

He Gets a Rousing Reception from the Southern People.

ATLANTA, Ga., Oct. 16.—The reception to Governor Hill at the Piedmont Exposition to-day was only equalled by that given President Cleveland 2 years ago. A hundred thousand people are on the grounds. At one p. m. Governor Hill and party arrived and made a tour of the buildings, after which they dined at the club house.

Will Pay His Wife's Debt Here.

NEW YORK, Oct. 16.—James G. Blaine, Jr., son of the Secretary of State, to-day confessed judgment in the New York Supreme Court for \$430.00, in favor of Dr. Foster C. Fuller. The action was brought to recover payment for professional services rendered to the defendant's wife and child between June 1 and November 1, 1888.

The Gas Light Association.

BALTIMORE, Oct. 16.—The American Gas Light Association, composed of over 200 delegates from the northern and eastern cities, began its annual convention this morning at the Concordia Opera House. The session will be held to-day and to-morrow, when will be put down to the transaction of routine business and reading of papers covering topics of interest to the Association.

THE TIME OUT TO THE PARK

One of the Most Enjoyable Features of the City.

The people on the platform waited expectantly as the train pulled in. When a stately drummer walked down the platform, a subdued murmur "There they come," went up. Presently the well known form of Colonel Blaisell appeared, and in an instant all eyes were turned in his direction. Colonel Blaisell first recognized Mr. Anson Reynnart, and shaking his hand cordially, remarked, "Well, here's Reynnart, the best man on earth."

Turning to the party following, Colonel Blaisell began introducing his companions to the members of the Reception Committee.

THE TIME OUT TO THE PARK

One of the Most Enjoyable Features of the City.

The people on the platform waited expectantly as the train pulled in. When a stately drummer walked down the platform, a subdued murmur "There they come," went up. Presently the well known form of Colonel Blaisell appeared, and in an instant all eyes were turned in his direction. Colonel Blaisell first recognized Mr. Anson Reynnart, and shaking his hand cordially, remarked, "Well, here's Reynnart, the best man on earth."

Turning to the party following, Colonel Blaisell began introducing his companions to the members of the Reception Committee.

THE TIME OUT TO THE PARK

One of the Most Enjoyable Features of the City.

The people on the platform waited expectantly as the train pulled in. When a stately drummer walked down the platform, a subdued murmur "There they come," went up. Presently the well known form of Colonel Blaisell appeared, and in an instant all eyes were turned in his direction. Colonel Blaisell first recognized Mr. Anson Reynnart, and shaking his hand cordially, remarked, "Well, here's Reynnart, the best man on earth."

Turning to the party following, Colonel Blaisell began introducing his companions to the members of the Reception Committee.

A GLITTER OF GOLD LACE.

The International Maritime Congress is Received.

BY THE SECRETARY OF STATE.

Mr. Blaine's Speech Welcoming the Delegates—Nearly Every Maritime Power Represented—Presented to the President.

WASHINGTON, D. C., Oct. 16.—The diplomatic reception room of the State Department presented a scene of unusual brilliancy this morning when Secretary Blaine received the delegates to the international maritime conference. The hour fixed for the ceremony was 11 o'clock, and previous to that time the delegates had gathered in the ante-room and exchanged courtesies and greetings. The members are a noble looking set of men, and attired in the gold lace of every prominent maritime nation of the world, made a striking appearance. The exceptions to the glitter of uniforms and decorations were the delegates from China and South America, the former in their native dress, and the latter in regulation dress suits. The delegates were accompanied by the ministers of their respective countries.

At 5 minutes after 11 o'clock they were ushered into the diplomatic parlor by Assistant Secretary of State Adee in the order of the precedence of their ministers. The American delegates, headed by the minister, Eugene A. Mott, and the British, headed by the minister, Lord Salisbury, were the first to enter. The reception, partaking of a diplomatic nature, was conducted in accordance with etiquette on such occasions, the doors being scrupulously guarded by messengers and the proceedings held in strictest secrecy. When Mr. Blaine entered the parlor, accompanied by Solicitor William Blaine, the members of the various delegations were presented by their respective ministers, and he cordially received each one with a warm grasp of the hand and an appropriate word.

To the delegates formally Mr. Blaine said:

GENTLEMEN.—IT IS THE CAUSE OF extreme gratification to the Government of the United States that its invitation to the maritime powers of the world has been met with such prompt and cordial response. Representatives from Great Britain, France, Germany, Italy, Spain, Portugal, and the United States are here to-day. On behalf of the United States I welcome you all, gentlemen, to the honor of the scientific, the philanthropic duties which lie before you. The great and great rapid increase in intercourse between continent and continent, between nation and nation, demands that every protection against the perils of the sea be given, and that the safety of human life be provided. The spoken languages of the world will continue to be many, but necessarily commands that the spoken language of the sea shall be one. That language must be as universal as the needs of man for commerce and intercourse with his fellow man.

The deep interest of the maritime nations has been taken in these questions. It is shown by the eminent character and wide experience of the delegates to whom they have committed the important task of solving the problems of the sea, and after your preliminary organization is complete it will be my pleasure to present you in person to the President of the United States.

Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.

Secretary Blaine presented Rear Admiral Franklin, President of the Congress, and he, in turn, introduced the other American delegates. The foreign delegates were then presented. Mr. Blaine then presented the delegates to the President, who received them with the utmost cordiality. The President then addressed the delegates, and they responded by a vote of thanks.